

AVIATION

JANUARY 15, 1923

Issued Weekly

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Hampton Roads naval air station, the Navy's chief aerial base on the Atlantic coast

Official Photo U. S. Navy

VOLUME
XIV

SPECIAL FEATURES

Number
3

COMPLETE LIST OF AMERICAN AIRPORTS
WINTER SCHEDULE OF AIR MAIL SERVICE
NATIONAL AERONAUTIC ASSOCIATION BULLETIN
CIVIL AERONAUTICS ACT OF 1923 INTRODUCED

THE GARDNER, MOFFAT CO., Inc.
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225 FOURTH AVENUE, NEW YORK



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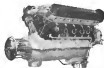
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J-u-st a minute!!

THE War Department has a brief message you'll want to get. It's about an auction to be held at Fairfield, O., January 24.

Fairfield is a suburb of Dayton, you know, and was one of the biggest of the wartime aviation centers.

Well, on the twenty-fourth of January, the War Department is going to sell—at Fairfield—some of the things it don't need.

You'll be surprised when you know what a big family they are.

There's steel and grinding wheels, tachometers and gauges, altimeters and scrap brass, machine tools and drawing boards, all kinds of parts of airplanes and—

But, the War Department has stood them all in line, counted noses, written down their names and printed the full details in a neat little catalog.

That catalog will tell you the whole story and whisper a message of profits, too, any time you're ready to listen. It's free. Write the Commanding Officer, Fairfield Air Intermediate Depot, Fairfield, O.

The Government reserves the right to reject any or all bids.



WAR DEPARTMENT

JANUARY 15, 1923

AVIATION

VOL. XIV, NO. 3

Member of the Audit Bureau of Circulations

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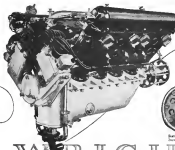
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VOL. XIV

JANUARY 15, 1933

No. 3

AVIATION

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EDITORS
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EDITORIAL ASSISTANT
HAROLD P. WARDEN
HAROLD H. LAMARCA
CONTRIBUTING EDITOR

A Helped Sign

FEDERAL Air Legislation has been advocated in this country by every organization, governmental as well as private, that is directly concerned with aeronautical activities. Outside of these bodies, accepting as notable examples the American Legion, the American Bar Association and the Chamber of Commerce of the United States, the question of federal air legislation has elicited little enough interest.

It is therefore particularly gratifying to see an influential body like the Merchants Association of New York publicly go on record as favoring the enactment of federal air laws to encourage and regulate aviation. At a recent meeting of its Board of Directors the Association adopted the following resolution: "Whereas, the development of aviation requires a prompt definition of the laws of the air as required to regulate for all purposes, your Committee on Aeronautics presents for your consideration and recommends the adoption of the following principles and resolution:

"Whereas, The Committee on Aeronautics of The Merchants Association of New York has learned with satisfaction that under the direction of the Secretary of Commerce, the Hon. Samuel B. Windows, Chairman of the House Committee on Interstate and Foreign Commerce, is making a very thorough and complete study of the need for basic Federal legislation, establishing authority for the encouragement, development, and control of civilian aeronautics; and
"Whereas, Your Committee is impressed with the great need for the early enactment of such legislation, now therefore, be it,

"Resolved, That the Board of Directors of The Merchants Association of New York transmit to the Secretary of Commerce and to Congressmen Windows an earnest expression of their opinion regarding the need of legislation providing for national control and adequate encouragement of commercial aviation as an important factor in our national defense."

Secretary Hoover and Aviation

IT would have been a real setback to civil aeronautics, had Secretary Hoover left the Department of Commerce, as was suggested, and become Secretary of the Department of the Interior. His concern with the drafting of the Civil Aeronautics Act of 1925, which Representative Windows introduced in Congress, has been so direct that to have had it withdrawn or even possibly at this time might have constituted another obstacle to the progress of the all-important measure.

As it appears to be the well-known consensus opinion that civil aeronautics should be regulated and supervised by the Department of Commerce, it will be a great advantage to have a Secretary who has had a large share in the framing of the basic legislation. That Secretary Hoover has given serious study to this problem is known by all who have fol-

lowed the progress of the drafting of the Civil Aeronautics Act. He has put at the disposal of the drafting efforts of the House the full cooperation of his department.

Representative Windows, in whose charge the bill has been, has very wisely accepted suggestions made by the Secretary's office, with the result that a bill has been drawn which will give civil aeronautics a real charter of independence.

The Japanese Air Appropriation

THE news item reproduced in this issue from a French contemporary that the Japanese budget for the present fiscal year includes an appropriation for military and naval aeronautics of approximately \$51,800,000 is highly significant. The fact that this appropriation is 30 per cent of the total appropriation for the United States Army and Navy Service (347,662,450.00) for the current fiscal year is important in itself, for it shows that the Empire of the Rising Sun has fully grasped the value of Air Power. What increases the value of this demonstration is that the Japanese naval air appropriation included in this sum is \$26,800,000 as against \$14,500,000 for the United States Navy.

As the aerial arm of Japan is called the Washington treaty 80 per cent of the American aerial strength, it is not surprising that Japan is spending money on her aerial air force far in excess of her allotted limit of aerial strength, even in that service entirely at parity with that of the American Navy. This is a development which should be watched with continued interest.

The Seven Hour Gliding Record

INFORMATION as to the seven hour gliding record made by the French pilot Thoret in two attempts to permit of adequate appreciation and intelligent criticism of the truly wonderful performance. However, a few few clearly stand out from this record, and these deserve comment.

The first point is the air without the aid of mechanical motive power more than doubles the previous world's gliding duration record, made by the Frenchman Peyron. This removes the last possible doubt that a glider could stay up a whole day, provided the wind conditions were right, and the pilot could stand the strain. But Lieutenant Thoret's performance assumes particular significance from the fact that it was made with a standard army airplane which had not even been modified for the purpose.

Thus the gliding experiments for which so many contradictory claims were made are beginning to bear fruit. We are about to learn how to utilize "wind power" instead of merely thrusting through the air by brute force. The significance of this fact for military elevation is of the last importance.

ABSTRACT

January 18, 1953

[illegible]

California

[illegible]

References

Cancers							
Prostate	CF	Genetic	EP	Chem	CF	Melan	CF
Breast	CF	Genetic	CF	Chem	CF	Basal	CF
Colon	CF	Genetic	CF	Chem	CF	Bladder	CF
Esophagus	CF	Genetic	CF	Chem	CF	Stomach	CF
Lung	CF	Genetic	CF	Chem	CF	Testis	CF
Pancreas	CF	Genetic	CF	Chem	CF	Ovary	CF
Uterus	CF	Genetic	CF	Chem	CF	Uterus	CF
Vagina	CF	Genetic	CF	Chem	CF	Vagina	CF
Vulva	CF	Genetic	CF	Chem	CF	Vulva	CF
Penis	CF	Genetic	CF	Chem	CF	Penis	CF
Bladder	CF	Genetic	CF	Chem	CF	Bladder	CF
Stomach	CF	Genetic	CF	Chem	CF	Stomach	CF
Intestine	CF	Genetic	CF	Chem	CF	Intestine	CF
Liver	CF	Genetic	CF	Chem	CF	Liver	CF
Gallbladder	CF	Genetic	CF	Chem	CF	Gallbladder	CF
Pituitary	CF	Genetic	CF	Chem	CF	Pituitary	CF
Thyroid	CF	Genetic	CF	Chem	CF	Thyroid	CF
Parathyroid	CF	Genetic	CF	Chem	CF	Parathyroid	CF
Adrenal	CF	Genetic	CF	Chem	CF	Adrenal	CF
Pineal	CF	Genetic	CF	Chem	CF	Pineal	CF
Hypothalamus	CF	Genetic	CF	Chem	CF	Hypothalamus	CF
Brain	CF	Genetic	CF	Chem	CF	Brain	CF
Spinal Cord	CF	Genetic	CF	Chem	CF	Spinal Cord	CF
Testis	CF	Genetic	CF	Chem	CF	Testis	CF
Ovary	CF	Genetic	CF	Chem	CF	Ovary	CF
Uterus	CF	Genetic	CF	Chem	CF	Uterus	CF
Vagina	CF	Genetic	CF	Chem	CF	Vagina	CF
Vulva	CF	Genetic	CF	Chem	CF	Vulva	CF
Penis	CF	Genetic	CF	Chem	CF	Penis	CF
Bladder	CF	Genetic	CF	Chem	CF	Bladder	CF
Stomach	CF	Genetic	CF	Chem	CF	Stomach	CF
Intestine	CF	Genetic	CF	Chem	CF	Intestine	CF
Liver	CF	Genetic	CF	Chem	CF	Liver	CF
Gallbladder	CF	Genetic	CF	Chem	CF	Gallbladder	CF
Pituitary	CF	Genetic	CF	Chem	CF	Pituitary	CF
Thyroid	CF	Genetic	CF	Chem	CF	Thyroid	CF
Parathyroid	CF	Genetic	CF	Chem	CF	Parathyroid	CF
Adrenal	CF	Genetic	CF	Chem	CF	Adrenal	CF
Pineal	CF	Genetic	CF	Chem	CF	Pineal	CF
Hypothalamus	CF	Genetic	CF	Chem	CF	Hypothalamus	CF
Brain	CF	Genetic	CF	Chem	CF	Brain	CF
Spinal Cord	CF	Genetic	CF	Chem	CF	Spinal Cord	CF
Testis	CF	Genetic	CF	Chem	CF	Testis	CF
Ovary	CF	Genetic	CF	Chem	CF	Ovary	CF
Uterus	CF	Genetic	CF	Chem	CF	Uterus	CF
Vagina	CF	Genetic	CF	Chem	CF	Vagina	CF
Vulva	CF	Genetic	CF	Chem	CF	Vulva	CF
Penis	CF	Genetic	CF	Chem	CF	Penis	CF
Bladder	CF	Genetic	CF	Chem	CF	Bladder	CF
Stomach	CF	Genetic	CF	Chem	CF	Stomach	CF
Intestine	CF	Genetic	CF	Chem	CF	Intestine	CF
Liver	CF	Genetic	CF	Chem	CF	Liver	CF
Gallbladder	CF	Genetic	CF	Chem	CF	Gallbladder	CF
Pituitary	CF	Genetic	CF	Chem	CF	Pituitary	CF
Thyroid	CF	Genetic	CF	Chem	CF	Thyroid	CF
Parathyroid	CF	Genetic	CF	Chem	CF	Parathyroid	CF
Adrenal	CF	Genetic	CF	Chem	CF	Adrenal	CF
Pineal	CF	Genetic	CF	Chem	CF	Pineal	CF
Hypothalamus	CF	Genetic	CF	Chem	CF	Hypothalamus	CF
Brain	CF	Genetic	CF	Chem	CF	Brain	CF
Spinal Cord	CF	Genetic	CF	Chem	CF	Spinal Cord	CF

Cassirerick					
Assault	17	Outlets	17	Widow	17
Play a Rock Bath	18	Sherry	17	Midnight	17
Prisoners	17	Factor Field	17	Low Landing	17
	17	Widow	17	Widow and Field	17

[illegible]

District of Columbia

Assault	5-6B	Self-Def	BL	Washington	D
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Flavonols

[illegible]

Cypress Bayou, MOI		Tombigbee	CF	B
Jay's Pond	CF	Jacksonville	S.S.	O
Duckline		Great Falls, Ga.		O
Chickamauch Branch	BCF	Kan. River	G.C.B.	O
DePue's Rapids	M	Jacksonville, Fla.		O
Delaware	BCF			O

Georgia

RESULTS

Members—Continued

[illegible]

Georgia

[illegible]

Editorial

2000							
Norfolk	EF	Georgetown	EF	Youngs Bay	EF	St Anthony	M
Colwell	EF	Exton	EF	Exton	M	Thompson Falls	EF
Front Field		Exton	EF	Exton	M	Iron Falls	EF
Proctor	EF	Exton	EF	Exton	M	Proctor	EF
Corn & Moss	OFF/EF	Exton	EF	Exton	M	Exton	EF
Exton	EF	Exton	EF	Exton	M	Exton	EF

22

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CV

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Notes

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Notes—

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The booklet illustrated on this page will be a decided help.

It explains just how sales are conducted—how simple a matter it is to buy from the War Department, and it gives a clear idea of the wide range of commodities remaining to be sold.

Many notable sales will be held in the next few months. A partial schedule is given herewith.

Ask your congressman to send for your copy of the booklet, and be prepared to make capital of War Department bargains. Address Major J. L. Fink, Chief, Sales Promotion Section, Room 2515, Munitions Bldg., Washington, D. C.

Ask your Senator

1
2
3
4
5
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9
10
11
12

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